

Gaining in Popularity
PRINZ LUDWIG
LIGHT PILSENER BEER
OF EXCELLENT QUALITY.
For Case of 6 Dozen Pints
\$16.00.
Sole Agents:
H. Price & Co.,
12, Queen's Road.

The China Mail

ESTABLISHED 1845.

DISTILLERS CO., LTD.
EDINBURGH
OLD SCOTCH
AND
D. G. L.
DRY GINS
Per Dozen \$8.50.
Sole Agents:
H. Price & Co.,
12, Queen's Road.

No. 13,196

號八十月七年五五九千一英

HONGKONG, TUESDAY, JULY 18, 1905.

日六十月六年巳乙

PRICE, \$3.00 Per Month.

INSTITUTE OF HYGIENE CERTIFICATE.

THIS is to Certify that the LAGER BEER of Messrs JOHN JEFFREY & CO. of Edinburgh has been passed by the Examining Board of the Institute of Hygiene as fulfilling the Standard of Purity and Quality required by them.
Issued this Second day of January, 1905.

PRICE:
\$16.50 PER CASE OF 7 DOZ.
PINTS.

MACEWEN, FRICKEL & CO.,
SOLE AGENTS.
Hongkong, July 4, 1905.

Intimations.

WANTED.

EVENING LESSONS in FRENCH and GERMAN, Two Pupils.
Terms to
"M. F. O."
Care of "China Mail" Office,
Hongkong, July 17, 1905. 1370

WANTED.

A COMPRAHORE by a European Firm
Doing Piping Goods and General
Business. Must furnish Security for
\$50,000.
Apply
"H. S. T."
Care of "China Mail" Office,
Hongkong, July 5, 1905. 1301

NOTICE.

WE have this day established ourselves
at No. 15, QUEEN'S ROAD
CENTRAL, as GENERAL MERCHANTS
and COMMISSION AGENTS under the
Style of CRUZ, BASTO & CO.
A. M. DA CRUZ,
J. M. F. BASTO.
Hongkong, July 12, 1905. 1347

NOTICE.

THE Authority given by me to Mr. A.
M. DA CRUZ to sign the name of
our Firm for procuration has been WITH-
DRAWN.
BARRITTO & CO.
Hongkong, July 12, 1905. 1343

NOTICE.

HONGKONG and WHAMPOA DOCK
CO., LTD.

MR WILLIAM WILSON has this day
assumed charge of the Company as
ACTING CHIEF MANAGER during the
absence on leave of Mr. W. B. DIXON, or
until further notice.
By Order of the Board of Directors,
C. P. CHATER,
Chairman.
Hongkong, July 12, 1905. 1344

ROYAL TOBACCO FACTORY.

3, BEACONSFIELD ARCADE.
HAVE always a FRESH SUPPLY of
TURKISH TOBACCO. Our EGYPT-
IAN CIGARETTES are Fresh, as we
make them every day. We can recommend
them as First-class Smokes. We receive
our Tobacco Fresh from Egypt by every
mail. A Trial Order will satisfy the most
sceptical. We defy competition.
T. E. P. SPYROPOULOS, Proprietor.
Hongkong, February 15, 1905. 325

COMMERCIAL UNION ASSUR- ANCE CO., LTD.

ASSETS EXCEED \$70,000,000.
FIRE, MARINE, TYPHOON, ACCI-
DENT, PLATE GLASS INSURANCE
and FIDELITY. Guaranteed Policies issued
at Lowest Current Rates.
W. H. TRENCHARD DAVIS,
Branch Manager & Underwriter.
Hongkong, June 9, 1905. 1128

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H. M. THE KING
and
HER MAJESTY THE PRINCE OF WALES
Supplied at all the 1st class Clubs and
Hotels and to be obtained from LANE
CRAWFORD & Co., Queen's Road
Central.

Business Notices.

W. S. BAILEY & CO.

SOLE AGENTS FOR
THE PULSOMETER ENGINEERING CO., LD.

STEAM PUMPS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD. AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. FOWAN, 2,333 tons, Captain G. F. Morrison, R.N.R.
s.s. PATSHAN, 2,250 tons, Captain R. D. Thomas.
s.s. HONGKOW, 3,074 tons, Captain C. V. Lloyd.
s.s. KINSUAN, 1,993 tons, Captain J. J. Lewis.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,908 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sum-
mer Time Table).
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 583 tons, Captain W. A. Valentine.
s.s. NANNING, 569 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the:
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18, Bank Building, or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.
AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to THE MANAGER.
Hongkong, June 21, 1905. 1151

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
29, WYNDHAM STREET.
Hongkong, September 6, 1904. 1636

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to THE MANAGER.
Hongkong, November 3, 1904. 1085

D. NOMA, TATTOOER.

90, QUEEN'S ROAD CENTRAL.
THE Public are informed that my Parlours are open from 9 A.M. till 4 P.M. My 32 years'
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless, and produce a charming effect not
attained by any other, as their composition is only known to me. H. R. H. The Duke
of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate, and satisfaction guaranteed as
attested by 5700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1419

REWARD OF \$5,000.

OFFERED by the Undersigned for the
Arrest and Conviction of any person
or persons who are in the habit of Smug-
gling large Quantities of Opium into this
Colony.
OHIN JOO HENG CO.,
OPIMUM FARMER.
Hongkong, June 10, 1905. 1170

D. MAHER.

77, WYNDHAM ST., HONGKONG.
ALL KINDS OF SEWING MACHINES
BOUGHT, SOLD OR EXCHANGED.
Repairs executed, expert advice given on
all classes of Sewing Machines.
Orders by Post Receive Prompt
Attention.
Hongkong, July 5, 1905. 1299

SELECT BOARD & RESIDENCE

AT 'BRAESIDE'.
A LARGE and COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining
and Reception Rooms, Large, Airy and
nicely furnished Bedrooms, every home
comfort. Fine view of the Harbour. Terms
Moderate. Apply to
Messrs F. W. WAITS,
BRANDIES, 20, MACDONNELL ROAD,
(Late of "TANG YUN").
Hongkong, June 19, 1905. 97

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS, APPLY TO THE MANAGER.
Hongkong, April 18, 1905.

榮 CHEE WING & CO. 啟

23 & 25, LEE YUEN STREET (WEST)
HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS STEEL
IRON WARE, &c.
STEEL GIRDERS and TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
SHOPS, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 29, 1904. 1227

MEE CHEUNG.

HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateur.
ENLARGEMENT A SPECIAL FEATURE.
BRANCH
HONGKONG HOTEL CORRIDOR.
1907

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.
BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.
OFFICE: 6, DES VŒUX ROAD.

LANE, CRAWFORD & Co.

A 5 or 10-Catty Box consti-
tutes one of the most accept-
able Presents to those at
Home.



LANE, CRAWFORD & CO.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED
FOOCHOW TEA.

PRICES:
Including Freight, Insure and Delivery to any address in the United Kingdom,
Box, \$10.00.

The Peak Hotel.

ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
Open to the South Winds in Summer and protected from the North-East Winds in
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL.
TERMS:—From 12s. per day. TOWN OFFICE:—3, DUNDRELL STREET.
Hongkong, March 27, 1905. 18

KELLY & WALSH, LTD.

NEW BOOKS BY ENGLISH MAIL.
The Storm of London, by Headon Hill \$1.75
Millions of Mischief, by Headon Hill \$1.75
Who Giveth This Woman, by W. Le
Queux 1.75
The Queen's Shilling, by Major
Arthur Griffiths, by W. Le Queux 1.75
The Sins of the City, by W. Le Queux 1.75
Memoirs of Constantine Dix, by
Harry Pain 1.75
The Merry-Go-Round, by W. S.
Maughan 1.75
Chinese Art, by S. W. Boshell, Vol. 1, 2.20
Empire of the East, or Japan and
Russia at War, 1904-5, by Bennett
Burleigh, Cloth 2.50, Paper 1.75
The Far Eastern Tropics. Papers
in Administration of Tropical De-
pendencies, by Alleyne Ireland 6.50
Following the Sun Flag, by John
Fox, Junr. 3.00
Korea and Her Neighbours, by Mrs
Bishop (Isabella Bird) Cheap
edition, Maps and Illustrations 4.25
Essays, by the Marquis of Salisbury
Vol. 1, Foreign Politics 5.25
Vol. 2, Biographical 5.25
The Earl of Egin, by G. M. Wrong
The World's Navies, in Boxer Re-
bellion, by Lieut. C. C. Dix 4.50
AN INTRODUCTION to the HIS-
TORY OF CHINESE PICTORIAL
ART, by H. A. Giles; illus. 6.00
A List of the HIGHER METRO-
POLITAN AND PROVINCIAL
AUTHORITIES OF CHINA.
Compiled by the Chinese Secre-
taries, H. B. M. Legation, Peking.
Consigned to May 31st, 06, by S.
F. Meyers 5.00
The Play Pictorial Vol. 5 6.00
Diversions Day, by Day Benson and
Miles 3.00
Model Sailing Yacht 8.00
Among the Cranks, by J. Greenwood
Electrical Instruments and Testing,
by N. H. Schneider 4.00
The Ship Building Industry, by
David Pollock 2.20
Friedberger and Erohner's Veterinary
Pathology, Trans. by Capt. Hayes
2 Vols. 18.00
The Gunner's Pocket Book 2.75
SANDOW'S DEVELOPERS.
SANDOW'S DUMB BELLS.
SANDOW'S SYMMETRION.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, or Delivery.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.
Hongkong, March 7, 1905. 2663

FAIRALL & CO.

SEASON'S NOVELTIES
IN ALL DEPARTMENTS.
NEW CONSIGNMENT OF

CHILDREN'S SHOES & SANDALS.

DRESSMAKING A SPECIALTY.

22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.
Hongkong, May 20, 1905. 3104

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CONVENIENCE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXCESS.
(2194) A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL.
Large and lofty Rooms elegantly furnished.
Hot and Cold Water throughout. Special Bath for Gentlemen.
Laundry Service for Gentlemen.
For Terms, apply THE MANAGER.

THOMAS' HOTEL.

REDUCED SUMMER RATES.
BOARD & LODGING BY THE DAY \$3.00 AND UPWARDS.
BOARD & LODGING BY THE MONTH \$80.00 AND UPWARDS.
All the Three Meals, \$45.00 per month.
Dinner and Breakfast, \$35.00 per month.
For further particulars, apply to THE MANAGER.
Hongkong, July 15, 1905. 1413

'NESTOR' SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT
IN ONE GALLON AND FIVE GALLON TINS.

THE VICTORIA DISPENSARY,

Queen's Road Central, Hongkong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD

LEADING BOOKS.

Collins's Graphic English Dictionary, illustrated with numerous Engravings, and 16 Full Page Coloured Plates	93.00
The Arabian Nights Entertainment	1.50
Gulliver's Travels	1.50
Esop's Fables, Fully Illustrated	1.50
Grimm's Fairy Tales, Illustrated	1.50
Pearl's Cyclopaedia	85
Chamber's Concise Gazetteer of the World	6.50
Japan in Pictures, by Douglas Slidell	2.50
The Pocket Atlas of the World	1.90
Coral Reefs, by Darwin	1.50
Brassley's Naval Annual, 1905	13.00
Pictorial of the Year, 1905	1.50
Macao, by J. Dyer Ball	1.50
Whitaker's Peerage, 1906	2.50
Collins's Gem Pocket Dictionary	.80
New Book of Views of Hongkong, Canton and Macao; 24 Views	1.00
A Set of Post Cards, 28 for	2.00

KUPPER'S

PILSENER BEER.

The best PILSENER in the East; ask
for Kupper, and see that you get it.

Telephone No. 75.
Caldbeck, Macgregor & Co.,
SOLE AGENTS
15, QUEEN'S ROAD CENTRAL.
Hongkong, July 8, 1905. 3110

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PENCIL-HUZZ AND EYE PRESERVES.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
HASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
84, QUEEN'S ROAD CENTRAL.

JAPAN COALS.

MIITSUI BUSSAN KAISHA
(MIITSUI & CO.)
HEAD OFFICE: 1-1, SUNDOO-CHO, TOKYO.
LONDON BRANCH: 24, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, 102 HONG KONG STREET, FIRST FLOOR.
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy,
Shanghai, Kobe, Yokohama, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokohama, Nagasaki, Osaka, Kobe, Matsuyama, Kure, Shimoda, Moji, Waka-
matsu, Kanagawa, Kuchino, Sasebo, Maizuru, Miike, Hakodate,
Taipei, etc.
Telegraphic Address: 'MIITSUI' (A.B.O. and A 1 Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokkaido, Honshu, Kanagawa, Fukuoka, Yamaguchi, and other
Islands, Honshu, Shikoku, and Kyushu.
S. MINAMI, Manager, Hongkong.

UNTOUCHED BY HAND.
MELLIN'S FOOD
For INFANTS is free from Starch
when prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING
KNIFE BOARDS
PREVENT FRICTION IN CLEANING
INJURY TO THE KNIVES
JOHN OAKLEY & SONS
BLACKBURN ROAD, MILLS LONDON

HOLLOWAY'S PILLS
For Indigestion, Heartburn,
Biliousness, Jaundice,
and all Complaints of the
Liver and Kidneys.
THEY ARE INVALUABLE
FOR THE USE OF FEMALES.
Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

DR. DINNEFORD'S
The Physician's
Cure for Gout,
Rheumatism, Gravel,
and all
Affections of the
Urinary System.
Safe and most
Gentle Medicine for
Infants, Children,
and the Sick.
DINNEFORD'S MAGNESIA

Intimations.

MIITSU BISHI CO.
COAL DEPARTMENT.
MARUNO-UCHI, TOKYO.

CABLE ADDRESS: 'IWASAKI',
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

AI. ABC 5th EDITION, WESTERN
UNION CODES USED.
ALL LETTERS ADDRESSED
MANAGER, MIITSU BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.
AGENCIES.
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
YOKOHAMA: M. ARADA.
CHINKIANG: GEORGE & CO.
MANILA: MACDONALD & CO.

CONTRACTORS OF COAL to the Imperial
Japanese Navy and Foreign Navies;
the Imperial Armies; the Imperial
Railways; Sanyo, Kishu and the other Principal
Railways; Industrial Works; Home and
Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila,
North China, Korean ports and America.
SOLE PROPRIETORS of Takashima,
Ochi, Shinjima, Natsushima and Kami-
Yamada Collieries, and also Hojo Colliery,
which will shortly be ready to produce on
a large scale the best Bunko Coal.
Sole Agents for Kigyo, Komatsu (Tagawa)
and Yashirohachi Collieries (Karatsu).
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
Coal sold in 1904 by the Company
amounted to 1,520,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Takashima
Colliery have been completed and
this well-known best and most economical
steam coal in the East is now ready.
Hongkong, March 11, 1905.

**HONGKONG HIGH-LEVEL TRAM
WAYS COMPANY, LIMITED**
(IN LIQUIDATION).

TIME TABLE.
WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15

am proud of a loving daughter, and then not ashamed of the old man and his rough ways as yet."

I was near by at the time, and when Jack and Owen had gone out once more into the garden, Isaac turned to me and told me what he had told me no before. The doctors in England had told him that he had but a few months to live, but that the voyage to Hongkong would not hasten the end; in fact it might help to lengthen his life a little; but the end must come within a few months.

"But I've seen my boy, and I've seen his bonny lass, and I'm quite ready to go. I could have lived here long, my heart long for my Mary and for the old home, but the Home above will be better. The end came sooner than we had expected."

It was early morning, one of those mornings when the sun is veiled for a little and a cool breeze from the sea makes life less of a burden for a few hours. It crept in at the window, laden with the scent of the magnolias, blossoming in the garden. His mind had been wandering during the night, and he had fancied himself in the old farmhouse after the day's work was done. "Lift me up," he said. "Why, Mary, is that you? The sheep are safe at home. The Good Shepherd will bring his own in at last," and he sank back softly and fell asleep.

He sleeps beneath the pine trees in that beautiful spot on the hill side where the people on that little island bring their dead. A tiny stream trickles down close beside the grave and sings amongst the great boulders. I love to go and sit there sometimes, and often I bring with me a little bird, who stands in the grass and spouts out the name on the gravestone. "Is-a-a-c-o-l-e-s-e," that's my name, isn't it? And mother says when I grow up she wants me to be like my grandfather. I kneel beside the little fellow and put my arm around him. "If you do, I tell him, 'you will be a hero.'"

THE FUTURE OF NIAGARA.

Dr John Clarke, the New York State Geologist, has written an interesting discussion of the future of Niagara. Many gloomy prophets have forecasted that the great falls are committing suicide, and the American public is said to have achieved an intellectual resignation to the fact that some remote future the cataract will be no more. Dr Clarke does not quite share this view as to the self-destruction of nature. He points out that the bed of soft shale over which the escarpment of tough dolomite limestone rises will be out of reach of the cataract after a while. Moreover, as the falls move southward and the falling away of rock face it will grow higher instead of lower.

More immediate menace seems to lie in the industrial exploitation of the great falls. As early as 1894 the abstraction of water on a large scale was condemned by a committee appointed to investigate the problem, and again in 1904 Governor Odell withstood a tremendous pressure brought to bear by industrial companies. The guardians of Niagara are inclined to take warning by what has happened to other celebrated falls. Those of Montmorency at Quebec have been shorn of their glory by the city, and Rochester has exchanged for a like reason beautiful cascades for a stony canyon. As regards Niagara, the Legislature of New York began giving franchises to power companies about twenty years ago. There are also, of course, companies on the Canadian side. The structures of these companies do not increase the picturesque beauty of the locality, according to Dr. Clarke's photographs. The schemes in which these various engineering schemes are conceived may be imagined from the fact that they together propose to abstract 48,400 cubic feet of water a second. The actual flow over the falls is about 224,000 cubic feet per second. The American falls are immediately menaced by this abstraction of water. It seems therefore that harnessing Niagara is not without its disadvantages, at any rate to the 800,000 tourists who are said annually to visit the falls.

LIVER COMPLAINT FOR 20 YEARS.

CURED BY BILE BEANS.

MANY are the disorders arising from liver complaint, but very few are the medicines that can effectually cure it. Of the tried remedies Bile Beans stand out pre-eminently as the greatest, most certain, and most economical in all disorders of the liver. Such testimony as that given by Mrs Emily Sophia Clarke, of Ipswich Street, Sturminster, Dorset, England, is striking evidence of the sterling worth of this vegetable medicine. She says: "I had suffered from my liver for twenty years, and gradually got worse until I completely broke down. The liver disorder destroyed my digestion, and everything I ate turned sour on my stomach. I had also a constant aching in my back. I used to get up in the morning feeling heavy, weak, and tired. I should drag on during the morning, but in the afternoon I should be so done up as to be compelled to lie down and rest. The result of this was the formation of hepatic stones, and the most distressing of hepatic stones were formed. I attended the Royal Free Hospital in London for some time, and tried all kinds of remedies, but I got no better. I read one day of a 'Bile Bean' similar to mine which Bile Beans had cured, and I decided to try them. The result of persevering with their use was that I soon began to pick up. After having had a few bottles, I felt I was on the highway to recovery, and I am glad to say they have now cured me completely. I can now get up in the morning feeling well and strong, can enjoy my breakfast, and can do my work without effort. This means a lot to me, as I am now able to do my work, and I am now able to do my work, and I am now able to do my work. I feel better and stronger now than I did before. This I owe to Bile Beans."

Bile Beans are also a cure for indigestion, constipation, piles, headache, female ailments, debility, flatulence, and all blood impurities. Of all cholera and medicine vendors. Price 10 cents (Max.) per bottle.

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with Meals. Special Rates to Monthly Boarders.
No. 51, DES VŒUX ROAD CENTRAL.
Hongkong, March 14, 1905.

HOTEL METROPOLE.

THE FAVOURITE AND POPULAR SUMMER RESORT.
UNDER ENTIRELY NEW MANAGEMENT.
SPLENDID ACCOMMODATION. Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood. BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.
J. H. NEWBOLD, Proprietor.
Hongkong, April 1, 1905.

ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S

SATINETTE

(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

DES VŒUX ROAD.

Hongkong, May 17, 1905.

CINEMATOGRAPH SHOW

OF THE

RUSSO-JAPANESE WAR.

BATTLES OF SHA-HO, MOUKDEN, PORT ARTHUR, AND MANY NAVAL BATTLES.

TWO SHOWS EACH EVENING.

7.30 to 9.00 p.m. and 9.15 to 11 p.m.

1st CLASS.....50 CENTS; 2nd CLASS.....30 CENTS; 3rd CLASS.....15 CENTS.

TENT OPPOSITE CENTRAL MARKET.

JAPANESE CINEMATOGRAPE CO.

Hongkong, July 14, 1905.

CLARK'S STUDIO,

4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES. AMATEUR WORK A SPECIALITY.

Hongkong, October 5, 1904.

N. LAZARUS, OPTICIAN,

10, D'AGUILAR STREET, HONGKONG.

SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.

A. S. TUXFORD, Manager.

Hongkong, October 1, 1904.

ENO'S FRUIT SALT.

FUNCTIONAL 'FRUIT' DERANGEMENTS

OF THE LIVER.

SALT.

The value of ENO'S 'FRUIT SALT' cannot be told. Its success in Europe, Asia, Africa, America, Australia, and New Zealand proves it. THERE IS NO DOUBT THAT where it has been taken in the earliest stages of a Disease, it has, in innumerable instances, PREVENTED what would otherwise have been A SERIOUS ILLNESS.

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT'. Without it you have a worthless imitation.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG.

Sold by Chemists, &c., everywhere.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

THURSDAY,

the 20th July, 1905, commencing at 4 p.m., at his SALES ROOMS,

DUNDRELL STREET,

A VALUABLE COLLECTION OF

OLD AND RARE POSTAGE

STAMPS,

Comprising:—

*POST PAID MARKETING 'St. John's'

NEWFOUNDLAND; 'SHIRAZ' VIEWS; NEW

SOUTH WALES; MARKING; BEVERED;

AUSTRALIAN COLONIES (old), &c., WEST

INDIAN COLONIES; FRANCES and COLONIES;

UNITED STATES, &c., &c.

TERMS:—As Customary.

On View from Tuesday, the 18th July, 1905.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, July 16, 1905.

SECOND EDITION.

HISTORY OF THE CHURCHES OF

INDIA, BURMA, SIAH, THE MALAY

PENINSULA, CAMBODIA, ANNAM, THIBET,

COCHINA AND JAPAN.

Illustrated by the Society of the

'MISSIONARY BROTHERS.'

Translated by EDWARD HANSEN PARKER and

Reprinted from THE CHINA REVIEW.

Price ONE DOLLAR.

For Sale at The 'CHINA MAIL' Office,

5, Wyndham Street.

Dentistry.

KWAN LEE SHEUNG, DENTIST.

(STUDENT OF DR. G. O. ROGERS),

TAI SAN STREET,

CANTON.

March 10, 1905.

513

SIEN TING.

Surgeon-Dentist.

No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, April 24, 1905.

618

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved

Appliances.

61, QUEEN'S ROAD CENTRAL.

Hongkong, July 28, 1904.

1379

THE AMERICAN SYSTEM

OF

DENTISTRY.

DR. M. H. CHAUN,

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania,

U.S.A.

Hongkong, July 28, 1904.

1388

CHINESE SCHOOL BOOK

II.—T'W'IN TAI MAN.

Translated into English by Dr. E. J. KITEE.

Price 40 CENTS.

CHINA MAIL Office 5, Wyndham Street.

Hotels.

KING EDWARD

HOTEL.

A HIGH-CLASS PRIVATE

HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table d'Hôte at Separate Tables.

For terms, &c., apply to the

MANAGER.

Hongkong, June 10, 1902.

122

VICTORIA HOTEL,

SHAMEN, CANTON.

On the British Concession.

MACAO HOTEL,

MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels under Experienced

European Management.

Every Comfort and Convenience for Res-

idents and Tourists.

Wm. FARMER, Proprietor.

Hongkong, June 3, 1905.

489

THE BEST BILLIARD TABLES

IN THE COLONY ARE AT

THE KOWLOON HOTEL,

KOWLOON.

A High-class Tourist's Hotel under Am-

erican Management. First-class Cul-

inary, Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORNE,

Proprietor and Manager.

Hongkong, November 22, 1904.

185

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION.

(Opposite Connaught House).

No. 10, QUEEN'S ROAD CENTRAL.

MODERATE CHARGES.

Mrs WATLING, Proprietress.

Hongkong, July 27, 1904.

1374

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alcidity	despatch-vessel	1200	12	3000	Comdr. Richard M. Harbord	Wellfleet
Algerine*	aloop	1030	8	1400	Reserve	Hongkong
Andromeda	cruiser, 1st class	11,000	16	16,500	Capt. R. N. Ommannney	Wellfleet
Arun	torpedo boat destroyer	650	6	7000	Lt.-Comdr. R. Henniker-Heaton	Wellfleet
Astrax	cruiser, 2nd class	4300	10	7000	Captain L. G. Talbot	Wellfleet
Donaventura	cruiser, 2nd class	4300	10	7000	Capt. H. H. Tuckess	Hongkong
Bramble	gunboat, 1st class	710	8	1300	Reserve	Hongkong
Bricomart*	gunboat, 1st class	710	8	1300	Reserve	Hongkong
Cadmus	aloop	1070	6	1400	Comdr. Luard	Yankee
Cherub	water tank and tug	300	—	800	—	Hongkong
Clio	aloop	1070	6	1400	—	Foochow
Dee	torpedo-boat destroyer	650	6	7000	Comdr. H. D. Wilkin, D.S.O.	Wellfleet
Diadem	cruiser, 1st class	11,000	16	16,500	Lt.-Comdr. H. B. Sullivan, R.N.	Wellfleet
Erne	torpedo-boat destroyer	550	6	7000	Capt. H. W. Savory, R.N.	Wellfleet
Etrich	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. R. H. Bathar	Wellfleet
Exa	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. Lewis	Wellfleet
Fame	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. A. F. Everett	Wellfleet
*Glory	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. Stevenson	Wellfleet
Hardy	torpedo-boat destroyer	550	6	7000	Captain H. W. Walter, D.S.O.	Wellfleet
Hast	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. J. May	Wellfleet
Hoola	Special Torpedo-vessel	6400	—	2400	Lt.-Comdr. Richards	Hongkong
Hogue	cruiser, 1st class	12,000	14	21,000	Capt. E. F. B. Charlton	Wellfleet
Iphigenia	cruiser, 2nd class	3600	8	9000	Captain Shortland	Wellfleet
Ithen	torpedo-boat destroyer	550	6	7000	Captain W. B. Pauckner	Wellfleet
Janus	torpedo boat destroyer	550	6	7000	Lt.-Comdr. C. Seymour	Wellfleet
Kinsha	river gunboat	616	4	1200	Lt.-Comdr. W. H. Darwall	Hongkong
Moorehen	river gunboat	180	2	800	Lt.-Comdr. E. Y. B. Dugues	Xangshu
Ottor	torpedo boat destroyer	350	8	6300	Lt.-Comdr. F. B. Noble	Wellfleet
Phenix*	aloop	1016	6	1400	Lt.-Comdr. J. Kiddle	Hongkong
Rambles	Surveying-vessel	835	6	650	Reserve	Surfing
Robin	river gunboat	85	8	240	Comdr. C. E. Moore	Wellfleet
Rosario*	aloop	95	—	840	Lt.-Com. R. F. Vaughan	Hongkong
Sandpiper	river gunboat	360	8	9000	Reserve	Wellfleet
Silurus	cruiser, 2nd class	3600	8	9000	Lt.-Com. H. T. Atty	Singapore
Snipe	river gunboat	85	2	240	Capt. C. H. H. Moore	Hongkong
Sudley	cruiser, 1st class	12,000	14	21,000	Lt.-Com. Davidson	Yangtze
Taku	torpedo boat destroyer	550	6	6500	Captain Wm. L. Grant	Hongkong
Tamar	receiving ship	4600	6	—	Reserve	Hongkong
Teal	river gunboat	180	2	800	Commodore Dikson	Yankee
Virago	torpedo boat destroyer	350	8	6300	Lt.-Comdr. E. Lecroten	Wellfleet
Whiting	surveying ship	820	—	450	Lt.-Comdr. A. Gregory	Wellfleet
Woodcock	torpedo boat destroyer	350	8	6300	Comdr. R. W. Glennie	Wellfleet
Woodlark	river gunboat	150	2	500	Lt.-Com. G. E. L. Thomas	Wellfleet
				500	Lt.-Com. G. W. Wrightson	Upper Yangtze
				500	Lt.-Com. Jno. F. Knox	Upper Yangtze

* Flag of Vice-Admiral Sir Gerard H. Noel, Commander-in-Chief.

Ask for
TANSANA NATURAL MINERAL
WATER Bottled at the
Springs at Takaradzka,
orThe Clifford-Wilkinson
Tansan Mineral Water Co.,
Limited, Kobe, Japan.Per Case of 48 Bottles \$9.00
Per Dozen Bottles \$1.75
Per Case of 100 Bottles \$8.00
Per Dozen Bottles \$1.10**Crisp,
Delicious,
Invigorating.**Drink
this
World
Renowned
Nerve and
Muscle
Strengthening.THE Original and Genuine is J. Clifford
Wilkinson.
ACTS as a tonic, pleases the
taste, and
NOTHING else is so
SIMPLY NUTRITIOUS
AND worth the credit in Gold.
NOTHING else is so popular.**TANSAN**Can be obtained at all 1st Class
Hotels and Bars in the FAR
EAST.Beware of fraudulent
IMITATIONS.

The only genuine TANSAN

Bears the name of

J. CLIFFORD-WILKINSON.**H. PRICE & CO.,**12, QUEEN'S ROAD,
Sole Agents for Hongkong.
Hongkong, June 1, 1905.**POWELL'S****LADIES' SHOE****Department.****NOW SHOWING**

A FINE ASSORTMENT OF

WHITE CANVAS,**WHITE KID,****BLACK GLAZE,****BROWN GLAZE,**

AND

WHITE AND TAN**TENNIS SHOES.**

PRICES REASONABLE.

WILLIAM POWELL,

LIMITED.

ALEXANDRA**BUILDINGS.****CHAMPAGNES.**

MOET & CHANDON 'Dry Imperial'

Per Case 1 Dozen Bottles \$37.00

MOET & CHANDON 'Dry Imperial'

Per Case 2 Dozen 1/2 Bottles \$60.00

CHARLES LOUBET & Co., 'Extra'

Dry' Per Case 1 Dozen Bottles 42.00

CHARLES LOUBET & Co., 'Extra'

Dry' Per Case 2 Dozen 1/2 Bottles 45.00

BRANDIES.

J. & F. MARTEL'S * Per Case \$35.00

Do. * * * 28.00

Do. V.S.O.P. 49.00

Do. V.V.S.O.P. 90.00

RARE OLD VINTAGE 1865 .. 47.00

SOLE AGENTS:

H. PRICE & CO.,

12, Queen's Road Central.

159

THE HONGKONG-FROZEN FOOD**SUPPLY.**

THE

DAIRY FARM CO., LD.,

(PROPRIETORS).

OYSTERS

We have received a shipment of

FROZEN AUSTRALIAN OYSTERS

IN BOTTLES.

PRICES—

Per Bottle of 24 doz.—Oysters \$1.25

do do do \$2.50

ORDERS.

To be filled at Noon should be sent in

before 8 a.m. the same day.

To be filled at 3.30 p.m. should be sent in

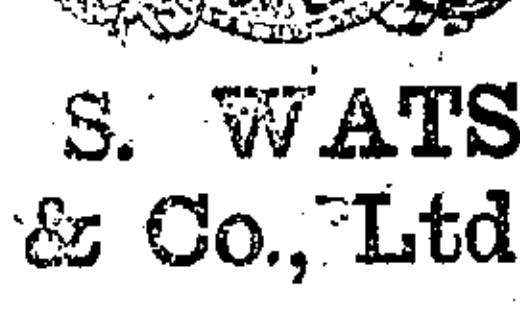
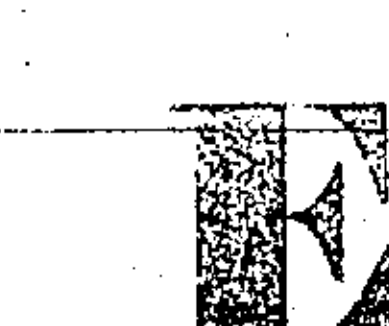
before Noon the same day.

To be filled at Early Morning should be

sent in before 3.30 p.m. the previous day.

CLOSE AT NOON ON SUNDAYS.

Hongkong, July 13, 1905. 1278

**A. S. WATSON
& Co., Ltd.****WATSON'S**

VERY OLD LIQUEUR

**SCOTCH
WHISKY.**

THIS

CELEBRATED

BLENDED

OF

THE FINEST

WHISKIES

DISTILLED

IN SCOTLAND

IS CHARACTERISED BY ITS

FINE FLAVOUR

and

MELLOWNESS

ATTAINED ONLY BY

GENUINE**QUALITY**

and

GREAT AGE.

Per-Dozen \$16.50.

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

At No. 1, Kimberley Villa, Kowloon,
on the 17th inst., the wife of T. W.
ROBERTSON, of a Son.**MEMOS FOR TO-MORROW.**

Miscellaneous.

Goods per Coromandel not cleared at 4
p.m. on this date subject to rent.**General Memoranda.**

THURSDAY, July 20:—

11 a.m.—Auction of Bundry Household

Furniture, &c., at Messrs Hughes &

Hough's Sales Rooms.

4 p.m.—Auction of Postage Stamps, at

Mr Geo. P. Lamont's Sales Room.

Transfer Books of The Hongkong Land

Investment & Agency Co., Ltd., Close

from this date to 27th inst., inclusive.

Transfer Books of The West Point Build-

ing Co., Ltd., closed from this date to

27th July inclusive.

Goods per Gregory appear undelivered

after 4 p.m. on this date will be landed.

SATURDAY, July 22:—

2.30 p.m.—Auction of Household Furni-

ture, at Mr Geo. Lamont's Sales

Rooms.

The China Mail.

HONGKONG, TUESDAY, JULY 18, 1905.

EDITORIAL COMMENT.

The accounts to hand

of the explosion in

connection with a six-

inch gun on board H. M. S. "Magnif-

icent" on June 14 last, substantiate the

theory put forward in this paper as to

the cause of the disaster. It must be

borne in mind that, owing to the rapidity

of loading and firing at the present

day, no sooner is the trigger pressed

and the gun fired by Number 1, at the

gun (standing on the left, before the

breach and clear of the loading) than

Number 2 seizes the breach lever—

almost before the gun has had time to

recoil in and be forced out again by its

springs—the breach is open, Number 3

throws the projectile from the left

of the gun, Number 4 pushes in the

brass cartridge case, Number 2 bangs

to the breach, shouts "Ready!" and the

gun, kept trained on the target all the

time by Number 1, is fired immediately.

The men move so rapidly that the

chances of Number 2 opening the breach

in the case of a mis-fire or hang-fire

are unfortunately very great. All is

done in a moment "Ready!" "Bang!"

"Open the Breach!" "Shot in!" "Car-

tridge in!" "Ready!" "Bang!" and

so on. In this case of the "Magnificent"

the cordite of the charge hung fire,

Number 2 had the breach open in a

fraction of a second, the fresh supply

of air rushing in to the charge through

the hole caused by the striker, fanned

the cordite into a flame at once and the

inevitable explosion took place. The

driving hand of soft copper which is

round the base of each projectile

effectually barred the way through the

bore of the gun so that the charge

blew out to the rear striking Number

2 in the stomach and also the Lieuten-

ant who was standing immediately in

the rear of the breach. The remainder

of the gun's crew suffered more from

the explosion than being actually struck

by the brass case as they were standing

right and left of the gun. By the

greatest good fortune in an altogether

unfortunate case the casemate door was

open: otherwise in so confined a space,

with no vent for the exploding charge,

everyone inside would probably have

been killed. The 'slowness' of igni-

tion of the cordite in use at present with

'quick-firing' guns would suggest that

it is not quite the best or safest explo-

sive to use where loading and firing is

so very rapid. Its appallingly cutting

effect upon the metal of the gun is

against it, too, as it tends to shorten the

life of the weapon. We understand that

a new explosive is receiving the attention

of Admiralty experts, an explosive which,

it is to be hoped, will do away with

the chances of accident recorded in this case.

No explosive can be actually guaranteed

not to cause accident, but cordite is

inclined to be dangerous in its uncer-

tainty of going off 'at once' and should

be superseded by some more reliable

high explosive.

During a violent storm some years ago

three Protestant ladies entered a Roman

Catholic church in Ireland for shelter. The

priest then officiating at Mass, knowing

and highly respecting them, whispered to

the sacristan, who was on his knees,

"Three chairs for those Protestant ladies!"

The man rose, and shouted, "Three chairs

for the Protestant ladies!" and they being

well-known and popular, the chairs were

given with a will. Now who with a sense

of humour could resist this? asks the

Singapore Free Press.

Paying a complimentary call to a friend

in a lunatic asylum, a gentleman was

fascinated by the appearance of an inmate

of ferocious aspect approaching him with a

large and sharp spade. He retreated down

the avenue at a rate between fifteen and

twenty miles an hour, followed at a similar

speed by the madman yelling freely. He

was chased round a haystack for some

twenty minutes, when he dropped exhaust-

ed. The lunatic flung himself upon him,

waved the spade, once, then touched him

respectfully with the extreme tip of one

finger, and remarked courteously "Touch

last!"

In a discussion on University prize

poems the Academy remarks that on two

occasions at least the Newdigate is said to

have been awarded on the strength of the

merits of a single line. (The telling line in

D. S. MacColl's 'Fall of Cathage' was

"The monotony of everlastingness." In

Dean Burgon's description of Pedro occur-

red the phrase "A rose-red city—half as

old as time." Neither line can be fairly

appraised without its context. Mr MacColl

wrote—

"That better still in slumber slanting ease

To be beside the falling of the seas,

To listen and to listen till the time

Of all the life of all the afternoon

Is spent in one note of a long distress—

The monotony of everlastingness."

The passage in which Dean Burgon's

hit was effected ran—

"Not virgin white—like that old Doric shrine

That once stood Athens' heart—nor white as

That valley grey—like many a minister's face

That crown the hill or sanctify the plain:

But rose-red—as the blood of the slain—

Which first beaded their cheeks was not first withdrawn

The hues of youth upon a brow of rose.

Which man called old two thousand years ago.

Which man called marble, seen in Eastern clime

A rose-red city—half as old as time."

A correspondent writes:—I was asked

two days ago by several persons, when

passing the brilliantly-lighted shops of the

contractors, the reason of this extravagant

display. It was the anniversary of the

patron saint of the carpenters, Lao Pan.

Giles, with his accustomed vivaciousness

of representation, calls him the Archimedes

of China—though the description must be

taken with a grain of salt. May's remarks

"Wonderful stories are related of his inge-

nuity. Among others it is said that his

father, having been put to death by the

men of Wu, he carved in wood an effigy

of a genius whose hand pointed in the

direction of Wu, where in consequence, a

drought prevailed for the space of three

years." It is to be noticed that the State

of Lao has been rich in supplying men of

light and leading for the Chinese. Con-

fucius and Mencius hailed from this state,

which, though small, is the most famous of

all the states of ancient China, except per-

haps the warlike state of Tsin, which av-

loured up all the others, and furnished

China with her first Imperial ruler. Lao

Pan is supposed to confer the necessary

cleverness on youthful Chinese carpenters

for their work, and also to find work for

the older ones, by which they may obtain

a living.

LOCAL AND COAST NEWS.**Sandow's Opening Performance.**

Sandow's opening performance at the

City Hall to-night has been looked forward

to with great interest locally. Sandow is

known throughout the whole world, but is

only favoured sections who have the oppor-

tunity of seeing him, and for that very rea-

son it behoves Hongkong in general to get

a glimpse of the famous strong man whilst

they have a chance. According to Singa-

pore papers the exhibitions that he and

his great company give are wonderful, and

have attracted immense audiences. The

display appeals to everybody, for every

man has a natural appreciation of physical

strength at its highest development, and

every woman cannot but admire the phy-

sically perfect man. Says the Singapore

Free Press:—

SPECIAL DEFENCE.

Ruling by the Palace Judge.

During the hearing of a case in the Summary Jurisdiction of the Supreme Court this afternoon Mr. P. W. Goldring (defendant's solicitor) intimated that special defence had been raised, notice of which had been served on plaintiff's solicitor.

The Palace Judge (Mr. A. G. Wise) pointed out that the Court should receive a copy.

Mr. Goldring—The Ordinance only requires that the other side should be served with notice.

The Palace Judge—Yes; but I have laid this down repeatedly. When special defence is raised it must be filed in Court.

Mr. Goldring pleaded ignorance, and the Palace Judge allowed the special defence to be raised, pointing out that in future a copy must be filed.

CANTON NEWS.

(From Our Correspondent.)

CANTON, July 17.

THE KOWLOON CANTON RAILWAY.

The Canton Times reports that the negotiations of the special envoy, which represents Great Britain, and the Foreign Office at Peking as to the difficulties in the way, and the best methods of getting rid of them, have progressed apace. The arrangements have progressed so far that recently the Foreign Office has telegraphed direct to the high provincial authorities and placed the results before them in order that they may report thereon. It would appear, therefore, as if things were moving, though not at a very rapid pace, which is natural in China, and should not lead to unwisdom.

ILLICIT PAWNSHOPS AND SMOUGLED ARMS.
Besides the pawnshops which are licensed, others gradually spring into existence in out-of-the-way corners and ply their trade without the cognisance either of the authorities or the pawn-brokers' guild. The Viceroy has just appointed no less than six special officers who are to scour not only Canton but to examine carefully all the district cities, in order to unearth the illicit pawnshops and all shops whose owners deal in firearms. The latter, as an article of merchandise, are prohibited; yet such shops manage to exist, though, for the most part, all the wares they expose in their shop windows are scraps of old iron, and odds and ends of discarded foreign wares. However, the Viceroy is determined to probe the matter, and so those who have ventured to ignore the laws will stand in danger not only of losing their means of subsistence, but also their liberty.

THE CANTON-HANKOW RAILWAY.

The committee of merchants who were appointed to raise money to build this line have been busy engaged in order to find ways and means. They have moved their headquarters over to the Man Lan college, situated in the Western suburbs. Yesterday on receipt of a telegram from Chang Chih-tung the committee met but it was evident that because things are not yet straightened out nothing very decisive can be decided upon. Still, those who are responsible for the furthering of the enterprise are eagerly threshing out the knotty questions in which it is involved. Some time is likely to elapse before we see anything very definite done.

(CHINA MAIL) CORRESPONDENT.

CANTON, July 18.

AN EXECUTION.

Lau, the helper of the Kwangsi rebels, was executed yesterday. As already recorded in this column, he was a native of Pun Yu and a returned student from Japan. He attired himself in European clothes and took up his abode near the Yamen Kwong Fu where he was arrested. He was charged with aiding and supplying arms and ammunition to the rebels. There were also found bundles of documents in his house relating to rebellions and communications with rebels in Kwangsi. Among the country, which were brought against him, and to which he frankly confessed, was mentioned the following: During the time when Li Heng Chang was Viceroy of the Two Kwang, Lau Hoi Shun was ordered to Maoca with warrants to arrest King Lin Shan, a reformer; Lau, however, failed in his mission and returned to Canton. Upon arrival he was set upon by a reformer who fired at him at the wharf, but luckily the bullet hit on the spot in the chest, wherein Lau hanged his watch which reduced the force of the bullet and Lau escaped death. A year or so afterwards, a plot was discovered to try and explode the Wan Shau Kung wherein the Canton Authorities of all ranks assembled, on the 1st day of the year to perform certain ceremonies. Dynamite in large quantities was found under the Wan Shau Kung but fortunately the plot was discovered in good time and the scheme was frustrated before it matured. In all these Lau confessed that he had played a prominent part.

Don't Wait Until You Need It.

DO not wait until some of your family is taken with a violent attack of colic or diarrhoea. A bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand when needed has saved many a life. Procure it at once. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

SANDOW.

Hints for Hongkongites

This morning a representative of the CHINA MAIL called at the King Edward Hotel to renew his acquaintance with Mr. Eugen Sandow, who, together with his troupe of pupils arrived in the Colony last evening. The hour was somewhat early and the prince of athletes was found in a light flannel suit, having just left his bath—enjoying an early morning cigar.

He received the reporter cordially and at once sat him at his ease by offering him a seat on the verandah of his sitting room—and a cigar.

Mr Sandow, having been interviewed so many times and expressed his opinion in all phases of physical culture, it appeared hard to question so as to keep off the beaten track, but a remark of Sandow's suggested first the question as to the advisability or otherwise of residents of the East indulging in strong physical exercise. On this point Sandow expressed himself in a very decided manner. 'Certainly it was highly advisable and necessary.'

'Do you still hold that a man developed by your system would be less likely to contract tropical diseases than if he took no regular exercise?'

'Of course,' replied the strong man. 'I do not say that a highly developed man would not or could not contract tropical diseases such as fever, etc., for I was ill in Singapore myself. What I do contend, however, is that a properly developed man, having a strong and healthy system is less likely to fall a victim to any disease such as fever, etc., and even if he catches it he is better able to withstand its attack.'

'You know that people in the East are disinclined to exercise?'

'Yes, that is where they make the great mistake. Strong exercise is more necessary here than at home, although it is necessary to have a much greater amount of will power to indulge in it. People here give up exercise but (and here Sandow smiled) do not give up eating and drinking, in fact they eat and drink more. Now I will give you a simile. If you cram a steam engine full of fuel (coal and water) and don't open the safety valve something is sure to burst. The same thing applies to residents of Hongkong and the East generally. They live well, eat and drink more than at home, but they open no safety valve in the way of taking good healthy exercise. Here outdoor exercise is a large extent impossible because of the great heat and that is one of the special advantages I claim for my system, which renders it especially suitable for this climate—you can take all the exercise necessary in a cool room before going to the bath in the morning.'

'You are always asked about drinking and smoking?'

'My advice is everything in moderation. If you are in good condition you are better fitted to indulge in and enjoy these and other similar pleasures without harm resulting.'

'What about the Chinese upper classes who never appear to exercise?'

'My remarks apply equally to them as to the Europeans. If they would exercise according to my system they would not suffer from the weak spleen and other complaints that trouble them at the present. In a hot climate exercise is more necessary than in a cool one, equally as much for those born to it as for the Europeans temporarily resident here. Twenty minutes or a quarter of an hour in the morning will do, and so build up the constitution that in a little while a man will be in thorough training. Even the hard work done by the Chinese coolie I do not consider exercise according to my meaning of the word. To exercise beneficially you must have your mind on it and not merely do the work mechanically. That is of no use.'

Speaking of his pupils Sandow said that he did not think that the people of any one country were more adapted to development than those of another. All had an equal chance of reaching perfection. He had trained a Chinaman by post who was a really fine specimen of the developed man, but unfortunately when he wanted the Chinaman to come with him from Singapore his mother would not let him travel. Although a strong man he had to give way to his mother's commands. The Chinese had some strange ways. For the Japanese Sandow expressed considerable admiration and referred to his Japanese pupil, who went to the war, as a fine fellow.

Talking of his travels Sandow said that he had toured the greater part of the world; but this was his first time in the East. In the conversation he discovered the land of the reporter's birth, and said, 'So you come from Australia—and Sydney. What a beautiful city that is. I never enjoyed any trip more than my stay there. The city is so splendidly situated and there are so many beautiful places to see! Of Hongkong he had not seen sufficient to pass an opinion.

In conclusion Sandow said that he would have Hongkong on the 28th instant and would then go to Shanghai and afterwards to Japan. He hoped that his visit to the East would have beneficial results and that people would see the advantage of keeping themselves in perfect condition. Once a certain stage was reached the exercises need not be continued every day. He himself could afford to cease exercising if he so desired as he

could work the whole of his muscles without dumb-bells or other implements. Sandow, notwithstanding his recent illness, looks the picture of health and says that although he naturally feels the heat he has no inclination to discontinue his exercises. He feels the want of them here more than when in a cold country.

NOTES FROM THE NEW TERRITORY.

(From a Correspondent.)

TAIPO, July 16.

WHALES IN MINE BAY.

Quite a surprise was caused here recently by the report that a large whale had been blown ashore on Grass Island, in Mine Bay. It appears that the whale stranded about a month ago during a gale, and being unable to regain the sea died on the beach. Decomposition set in and the skeleton is now almost devoid of all flesh. The bones of the whale still lie exposed on the island, and from their size it is easy to see that the animal was a large specimen.

STUDYING TOPOGRAPHY.
For some little time past we have had two Non-Commissioned Officers and four men from the Royal West Kent Regiment studying the lay of the land round the locality.

FIRST CROP OF PADDY.
The first crop of paddy is now being cut and despite the bad weather at the beginning of the year the harvest is apparently a good one. The second crop is now being planted. The bad weather in the earlier part of the year has worked havoc with this paddy crop; in fact, it is almost all spoiled.

Pineapples at Tuen Wan are just coming into season and judging from their appearance we are likely to have some splendid specimens of this fruit. On the other hand very few Russet pears are to be seen.

TROUBLE ON THE "BUFORD."

An American Sailors Unruly.

Two Men Left in Hongkong.

The American transport "Buford," which came to Hongkong recently to go into dock in consequence of damage received in the Philippines, experienced considerable trouble with her crew during her stay in Hongkong waters. Members of the crew absented themselves without leave on innumerable occasions, and finally a batch of men were posted as deserters. When these returned to the ship they were refused admittance, but finally an examination was held before the American Consul-General here, with the result that for the time being the matter was settled. All the men returned to the ship, and she left on July 1 for Manila.

On the previous evening, however, two men left the ship and did not put in an appearance again. One of them—a storeman—called on the American Consul-General and asked to be sent home, as he had been left behind here through no fault of his own, he not being aware that the ship was about to leave when she did. The Consul-General pointed out to the storeman that he knew perfectly well when the boat was going to leave as the time was advertised and all on board knew, and that under the circumstances he decided to have anything to do with him.

Subsequently the storeman called again and said he had made arrangements to go to Manila, whereupon the American Consul-General gave him a letter to the shipping company notifying his right to enter the Philippines and also securing an exemption from fumigation certificate from the doctor for him. The storeman did not go, however, and is still in the Colony.

The storeman had a different story to tell and represented to our reporter that he was an ill-treated man. He left the ship on June 30 and spent the night ashore. As he did not know when the ship was about to sail he did not prepare to return to the ship until the next day, when to his astonishment he saw her going out of the harbour. With him was another of the crew—the steward—and he, too, was in a similar plight. Both had practically no money; they were homeless and stranded.

The Consul was their only hope and the storeman talked on him stating his case, and asking for assistance but, he says, he was met with a point blank refusal. He was advised to rejoin his ship at Manila, but the means wherewith to gain that end were not given him. Fortunately for himself he found a friend who was generous enough to guarantee his board and lodging at the Sailors and Soldiers Home, where he has remained ever since. Now that quarantine is at an end, and he is practically a free man, he represented to us that his only desire is to get across to Manila where he can rejoin his ship, or else obtain other employment.

As the matter stands at the present time he is on the beach, and he himself sees no way out of his difficulty.

Caution!

PERSONS when travelling should exercise care in the use of drinking water. As a safe guard it is urged that every traveller secure a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy before leaving home, to be carried in the hand baggage. This may prevent distressing sickness and annoying delay. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

REVIEWS.

THE WILD IRISHMAN.—By T. W. H. Croeland. T. Werner Laurie, London.

The author of this book is overdoing himself. The exertions he underwent in pumping out sufficient vituperation to deal with 'The Unspeakable Scot' and 'Lovely Woman,' have left him limp. 'The Wild Irishman' is weak, less amusing and less bitter than the previous books, and the subject matter was gleaned during a flashlight trip through the country. In his opinion the Scotch Presbyterians of Ulster are the worst enemies of Ireland, though later on he declares the pig and potato habits to be one of the principal drawbacks. It leads him to say to the pig and potato standard of living. Some indifferently digested political opinions are included in the book. We cannot recommend it, simply because there is little in it that is worth reading.

DORSET DEAR. By M. S. Francis. Longman and Co.

The delightful sketches and short tales which are now given us under the title of 'Dorset Dear' have before seen the light of day in various periodicals but they are indeed worth the preservation which one pair of covers gives. The character drawing is splendid and the life of the county superbly portrayed. The pen picture of keeper Guppy is a masterpiece of itself. Old Guppy is a pensioned game keeper of the old school, who imagines everything is going to the dogs because he is not in charge, and his despairing mortification when confronted with the 'two flocks and two ways' is beautifully pictured. There are many excellent stories, perhaps the best being 'The Spur of the Moment,' in which Daniel Chaffey runs wildly from his stout bride at the village stairs owing the jeers of his fellow villagers. Those who revel in rural scenes should read this collection of stories. They are wholesome and real. Our copy comes from Messrs Kelly and Walsh.

HINTS TO NURSES ON TROPICAL FEVERS. by T. F. Lillard. The Scientific Press, Ltd., London.

This little book of only fifty-seven pages, written by a hospital nurse, whose work before publication, was submitted to no less an authority than Sir Patrick Manson, is dedicated to nursing sisters, and contains many valuable hints, clearly expressed. It touches on most tropical and sub-tropical diseases, and having succinctly described the symptoms, as briefly suggests the remedies. Whilst primarily a simple handbook for nursing sisters, who in the discharge of their professional duties may be appointed within the tropics and so, perhaps, be called upon to nurse patients who have contracted one or other of the diseases which are more or less endemic in the locality, this little book would not be without its value in other households within the tropics, where nursing is sometimes not confined to professional nurses, but must be undertaken by less skilled hands. The book is essentially what it professes to be; it should, however, reach a wider circle, and would help others who at times are in uncertainty or perplexity.

AN EQUAL OPPORTUNITY. By W. Dennis Marks. Patterson and White Co., Philadelphia.

This book is 'a plea for Individualism.' The author has set out to expose social weakness, but does it in a long-winded fashion. His ambition is to change the existing laws of man so as to give gladness to the people, and to every living human being an equal opportunity. The idea is Utopian, but the author approaches it in a way that is novel and attractive to students of life. But we must let this book tell its story in its own original way, in which the author has fearlessly followed his principles to their logical conclusions. There is one hero and there are two heroines. Elliott Gray, the hero, is evidently a study of the strenuous Roosevelt type of manhood, whose glory was redressing human wrong—and upon his adventurous career as a thread are strung the personages and the incidents of this book. Both the heroines are beautiful and attractive women. One, Valentine, a worldly woman—more sincere and less smiling—has a very sorrowful fate, because her life is lived under the conditions of our present society. The other, Augusta, a circus rider, comes to great good fortune because of a fortunate shipwreck which lands her in the Roman Republic, amid ideal social conditions. Artists and clergymen, cunning financiers, and doctors and grogging labor leaders, clergymen and social reformers, give people and sailors, lawyers, politicians, and religious hypocrites are used in illustrating our present social structure in its multifarious phases. But the writer does not confine himself to the easy task of a destructive criticism of his fellow-men's social organization. Seeking out the fundamental causes of our social ills, he points his finger at work in creating an ideal state in an undiscovered country—the Roman Republic. In this republic he so organizes its laws and customs as to give to every citizen of it an equal opportunity. However, recognizing man's feebleness, he confines his flights of imagination within the limits prescribed by the laws of nature, accepting them as immutable and in many cases incomprehensible to us. Frankly following out his fundamental principles, he tells men how to conduct their lives and organize their social system so as not to add the cruelties of a social system to the unavoidable cruelties of nature. There is much in the book worthy of earnest thought.

The German Red Cross Society has made the following further contributions to the kindred Japanese Society: Woolen caps, 2,000; woolen ear covers, 5,000; Singer caps, 10,000; woolen stockings, 1,500; and gloves, 900.

According to the *Minato Herald* (Manila) received, its first long distance wireless telegraph message on July 27, when C. H. Hubert, the wireless wizard at the Quartermaster's shop was in communication with Olomapo through the air. Mr. Hubert has perfected an apparatus the size of an ordinary camera which is all of his own invention or discovery except the dry cells in the battery.

BY WHARF AND WAVE.

The *Mainichi* states that the British steamer 'Kolpino' (2,355 tons), has been sold to an Osaka merchant. She is now undergoing examination at Uraga.

Another seaman was sentenced to three weeks' imprisonment with hard labour, at the Magistracy, this morning, for deserting from the steamer 'Adato.' He pleaded guilty and offered no excuse for deserting.

BALTIMORE, Md., June 10.—The government dry dock recently built by the Maryland Steel Company at Sparrow's Point and which will be towed to Manila, was successfully floated to-day. There were no formal ceremonies, though a number of naval officials were present, and Miss Endicott, daughter of Rear Admiral Endicott, christened the new vessel 'Dewey.' The dock will be taken from here to Solomons Island, in Chesapeake bay, where tests will be made with merchant and war ships, and later it will be towed to the Philippine Islands for service. The 'Dewey' is the largest floating dock in the world. It will lift 24,447 tons and cost \$1,185,000. Its construction required 600 men constantly at work. It is fitted with quarters for officers and crew, with telephones and ventilating systems. It will be located at Cavite.

GOOD AMOY OPENING FOR KNITTING MILL.

'I believe that a knitting factory for the manufacture of goods especially required in the Chinese trade would be a profitable venture,' reports Consul George E. Anderson from Amoy, China.

'There are no textile factories in Amoy. Practically no wool is handled here at present. Considerable wool is produced in northern China, but none of it is brought to Amoy, as there is no demand for it. I do not think there would be any difficulty in securing a concession for a factory, although this would, of course, depend largely upon where a concession was wanted. Five per cent duty is charged upon woollen goods imported into China and upon such goods sent from one province to another.'

'General statements as to conditions respecting any line of enterprise in China are likely to be misleading, for conditions very greatly, even in short distances. In general, it may be said that living in China for a foreigner costs about the same as it does in the United States. Some items will run higher and others lower. The difference between the cost of living in San Francisco and in Amoy would be slight, all things considered, but probably in favor of Amoy. Chinese labor of the mill employee class would probably cost about \$4 gold a month, the laborer himself. Prices for labor run from \$5 to \$10 gold per month, depending upon the sort of work, whether the workman can speak English, the demand for labor by foreigners, and similar elements.

'The climate in Amoy is hot and damp, the winters being a short season of chilly frost. Back from the coast, in the hills, there is some frost. The death rate in the foreign colony on Kulangsu Island, in Amoy Harbor, is about the same as in a similar town or city in similar latitudes in the United States, the sanitary conditions being regulated by a municipal council of the foreign residents.'—*New York Commercial*.

To-day's Advertisements

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship, HAITI, Captain ROACH, will be despatched for the above Ports on FRIDAY, the 21st Inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS, LAURA & Co., General Managers.

Hongkong, July 18, 1905. 1878

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 22nd July, 1905, commencing at 2.30 p.m. at the Sales Rooms, DUNDAS STREET.

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

(Particulars from Catalogue).

Terms:—As customary.

On View from Friday, the 21st July, 1905.

GEO. P. LAMBERT, Auctioneer.

Hongkong, July 18, 1905. 1874

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Gregory*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 20th Inst., will be landed at Consignees' risk and expense into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from along-side; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID BASSEON, & Co., Ltd., Agents.

Hongkong, July 18, 1905. 1873

To-day's Advertisements

THERE IS BUT ONE

SPEEDICUT

High Speed Tool Steel, and that is

FIRTH'S SPEEDICUT

SOLE MAKERS.

Thos. Firth & Sons,

LIMITED,

Norfolk Works, Sheffield.

Hongkong, January 5, 1904. 20-2

NOTICE.

LANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSHEAD, COLLARD & COLLARD, BROADWOOD, ALLISON, CHALLINOR and DORNER. And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY.

LANE, CRAWFORD & CO.

Hongkong, May 13, 1905. 1276

DR NEWELL WILSON, DENTIST.

has REMOVED his Office from Watkin's Buildings to No. 2, PEDDER'S STREET, opposite the Hongkong Hotel. Telephone No. 540.

Hongkong, June 20, 1905. 1187

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on

THURSDAY,

the 20th July, 1905, at 11 a.m., at their Sales Rooms, No. 8, DES VEXES ROAD, Corner of Ice House Street,—

SUNDRY

HOUSEHOLD FURNITURE, Consisting of—

TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WARDROBES, GLASS MOUNTED DOUBLE BEDSTEADS with BEDDING, TEAKWOOD DRESSING TABLE with BEVELLED GLASS, ONE MARBLE-TOP BLACKWOOD DRESSING TABLE with GLASS, HATSTAND, DINNER WAGON, DINING TABLE and CHAIRS, LEATHER COVERED DINING ROOM SUITS, EASY CHAIRS, GLASS, CROCKERY and ELECTRO-PLATED WARE, COOKING STOVE and UTENSILS, &c., &c.

Also, One Cottage Piano by C. Urbany, Berlin.

Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, July 18, 1905. 1375

THE EVENT OF THE SEASON.

GRAND OPENING NIGHT

TO-NIGHT (TUESDAY), JULY 18.

SANDOW,

THE PERFECT MAN,

AND EXPONENT OF PHYSICAL CULTURE, AND HIS GREECO-ROMAN ARENA.

SUPPORTED BY HIS PUPILS OF ALL NATIONS.

MR SANDOW has with his Company one pupil developed by his system of every prominent nation, who takes part in the performance in all kinds of feats of strength and athletic sport.

THE LARGEST COMPANY TOURING THE EAST. Mr BERT FLATT, America's Musical Comedian.

Mr JOHN DORASAMI, the Indian Violin Phenomenon.

Mr AUGUST DEWAL, Trapeze Equilibrist, and

SANDOW'S 25 PUPILS

EXPERT WRESTLERS AND GYMNASTS. PLAN at the ROBINSON COMPANY.

Prices:—\$3, \$2 and \$1.

Doors Open, 8 p.m.; Overture, 9.15.

Late Trains to the Park and late Lunches to Kowloon, a quarter-of-an-hour after every performance.

Hongkong, July 18, 1905. 1369

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

\$17 per Annum (including Postage).

'CHINA MAIL' OFFICE, 5, WYNDHAM STREET, HONGKONG.

THE WINE GROWERS SUPPLY CO.

DIRECT IMPORTERS OF WINE, BEER AND SPIRITS from well-known Growers, Brewers and Distillers.

Price List on Application. HARETTO & CO., Agents, No. 22 & 24, DES VEXES ROAD, Queen's Road.

Hongkong, July 15, 1905. 1691

ROBINSON PIANO COMPANY, Ltd.

THE PUBLIC MAY RELY IMPLICITLY ON GETTING FROM US

PIANOS

OF THE

HIGHEST CLASS

Shipping.

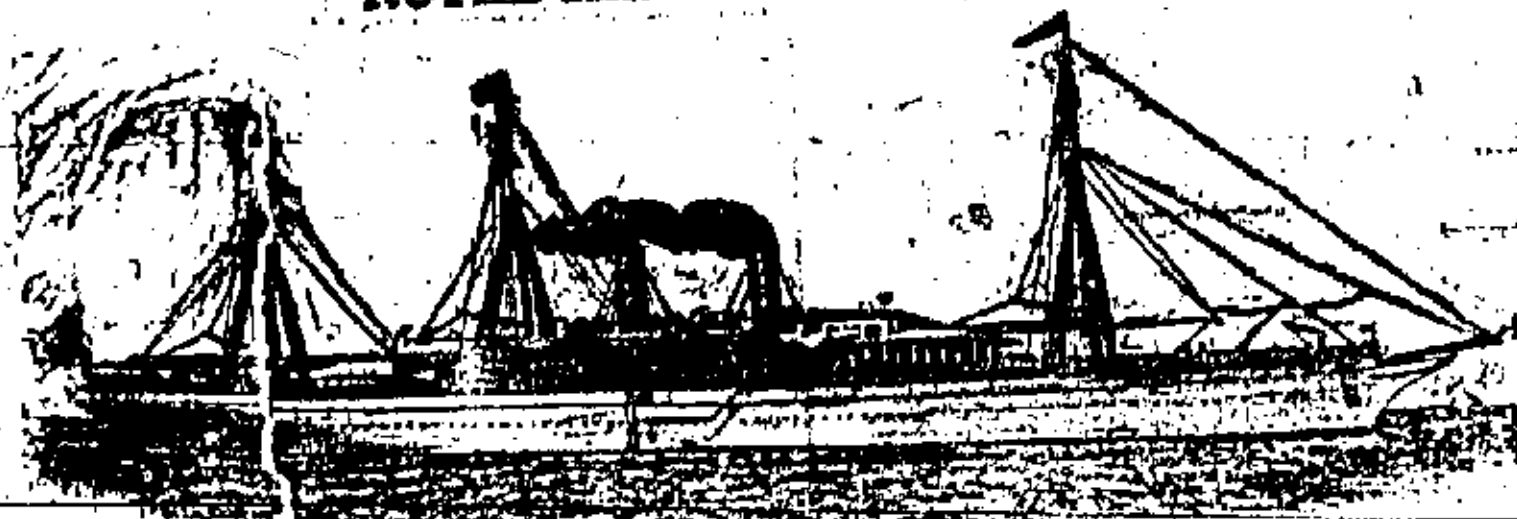
PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

DESTINATION	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP, VIA SPAIN, PANG, CUBO AND PORT SAID	JAVA	About 20th July	Freight and Passage.
YOKOHAMA, VIA SHANGHAI, MOJI AND KOBE (Passing through the INLAND SEA)	MALACCA	About 21st July	Freight and Passage.
SHANGHAI	MALTA	About 27th July	Freight and Passage.
LONDON, &c.	OHUSAN	Noon, 29th July	See Special Advertisement

For further Particulars, apply to
L. S. LEWIS, Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, July 18, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
Sailing 8 to 7 Days across the Pacific.

R.M.S. PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).
EMPEROR OF CHINA. Com. R. ARCHIBALD, R.N.R. 8800 TONS WEDNESDAY, Aug. 3.
ATHENIAN. Com. S. ROBINSON, R.N.R. 8800 TONS WEDNESDAY, Aug. 23.
EMPEROR OF INDIA. Com. E. BERTHAM, R.N.R. 6000 TONS WEDNESDAY, Sept. 13.
TARTAR. Com. W. DAVIDSON, R.N.R. 4250 TONS WEDNESDAY, Sept. 13.
EMPEROR OF JAPAN. Com. B. PYBUS, R.N.R. 6000 TONS WEDNESDAY, Sept. 20.

Hongkong to London, 1st Class, via St. Lawrence 280, via New York 282.
Intermediate on Steamers, " 240, " 242.
" and 1st Class Rail, " 240, " 242.
The magnificent EMPEROR OF CHINA, passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.), in 10 DAYS, and make connection with the PACIFIC OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
CHANGE.
R.M.S. TARTAR AND ATHENIAN carry INTERMEDIATE Passengers only
at intermediate rates, affording superior accommodation for that class.
Passengers booked through to all principal ports and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.
For further information, Maps, Guides, Books, Rates of Freight and Passage,
apply to
D. T. BROWN, General Agent,
Hongkong, July 18, 1905.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON,
MOBI, KOS & YOKOHAMA; FOR
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	Tons.	Captain.	To Sail at DAYLIGHT ON.
NUMANTIA	4370	FRIEDLAND	July 22, 1905.
ARABIA	4483	MEYERHIN	Aug. 12, 1905.
ARAGONIA	5198	SCHULTZ	Sept. 1, 1905.
NICOMEDIA	4370	WAGMANN	Sept. 20, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, July 18, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
SWATOW AND AMOY,	DAIJIN MARU	THURSDAY, 20th July, Noon.
TAMUI, Via SWATOW AND AMOY,	PROTEUS	SUNDAY, 23rd July, 8 a.m.
ANPING, Via SWATOW AND AMOY,	PROMISE	WEDNESDAY, 28th July.
SHANGHAI, Via SWATOW, AMOY AND FOCHOW.	CLARA JESSEN	SATURDAY, 29th July, 10 a.m.

ON account of the present state of political affairs, all the Company's New Steamers
have been requisitioned for Transport Service, and the above-named chartered
Steamers have been secured instead for maintenance of the Company's Coastal Services.
As soon as the state of Affairs permit the Company will resume running with its special-
ly designed new Steamers.
* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch
Office, at No. 8, Des Vaux Road Central.

Hongkong, July 18, 1905.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TUGBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
SHAWMUT	8808	E. Y. Roberts	About July 20.
TREMONT	9608	T. W. Garlick	About Aug. 8.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior
accommodation for First and Second Class Passengers. The large size of these vessels
enables them to carry a large cargo. Electric light in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA
For further information, Apply to

Dodwell & Co., Limited,
GENERAL AGENTS,
QUEEN'S BUILDINGS,
Hongkong, June 26, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	ACHILLES	28th July.
GLASGOW AND LIVERPOOL	ANTENOR	3rd August.
GLASGOW AND LIVERPOOL	MACDON	4th August.
GLASGOW AND LIVERPOOL	OLYMPIA	9th August.
GLASGOW AND LIVERPOOL	ULYSSES	9th August.
GLASGOW AND LIVERPOOL	OPACK	16th August.
GLASGOW AND LIVERPOOL	PALESTINE	23rd August.
GLASGOW AND LIVERPOOL	ALCIBIADES	30th August.
GLASGOW AND LIVERPOOL	ALCIBIADES	31st August.
GLASGOW AND LIVERPOOL	JASON	6th September.
GLASGOW AND LIVERPOOL	TESSIE	6th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & LIVERPOOL	TELEMACHUS	1st August.
LONDON, AMSTERDAM & ANTWERP	AXAX	1st August.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	15th August.
GENOA, MARSEILLES & LIVERPOOL	STENTON	20th August.
LONDON, AMSTERDAM & ANTWERP	PARKING	29th September.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	29th September.
GENOA, MARSEILLES & LIVERPOOL	YANKEE	29th September.
LONDON, AMSTERDAM & ANTWERP	ANGEL	16th September.

TRANS-PACIFIC SERVICE.

OPERATING IN CONNECTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS TO THE UNITED STATES OF
AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and MACAO	MACAO	7th August.
ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	JASON	3rd September.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and MACAO	TELEMACHUS	20th July.
ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	NINGPOW	17th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 18, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAIWEI, CHEFOO	CHIEH	21st July.
AND TIENTSIN	CHIEH	21st July.
YOKOHAMA AND KOBE	TEIAN	22nd July.
SHANGHAI	YOGOW	23rd July.
CEBU & ILOILO	SUNGLANO	29th July.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TAIWAN	2nd August.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.
A daily qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.
VIA REDUCED SALOON FARES, Single and Return, To Manila and
Australian Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, July 18, 1905.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila. Saloon amidships.
Electric Light—Perfect Cuisine—Surgeon and
Stewardess carried. All the most up-to-date arrange-
ments for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila	July 22, at Noon.
RUBI	2540	A. H. Nottley	Manila	July 29, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, July 17, 1905.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND
SUEZ CANAL.
(With Liberty to Call at the
MALABAR COAST.)

STEAMERS	TO SAIL
S.S. INDRADADI	About 31st July.
S.S. SIERRA BLANCA	About 20th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, July 17, 1905.

FOR NEW YORK,
via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

THE Steamship KENNEDY,
will be despatched on or about TUESDAY,
the 26th July.
For Freight, etc., Apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
4 Des Vaux Road Central.

Hongkong, July 6, 1905.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK,
via PORTS AND SUEZ CANAL.
With Liberty to Call at Malabar Coast.
Proposed SAILINGS FROM HONGKONG.

STEAMERS TO SAIL 1905.
ST HUGO About Aug. 4.
SHIMOSA To follow.
For Freight and further information,
Apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, June 27, 1905.

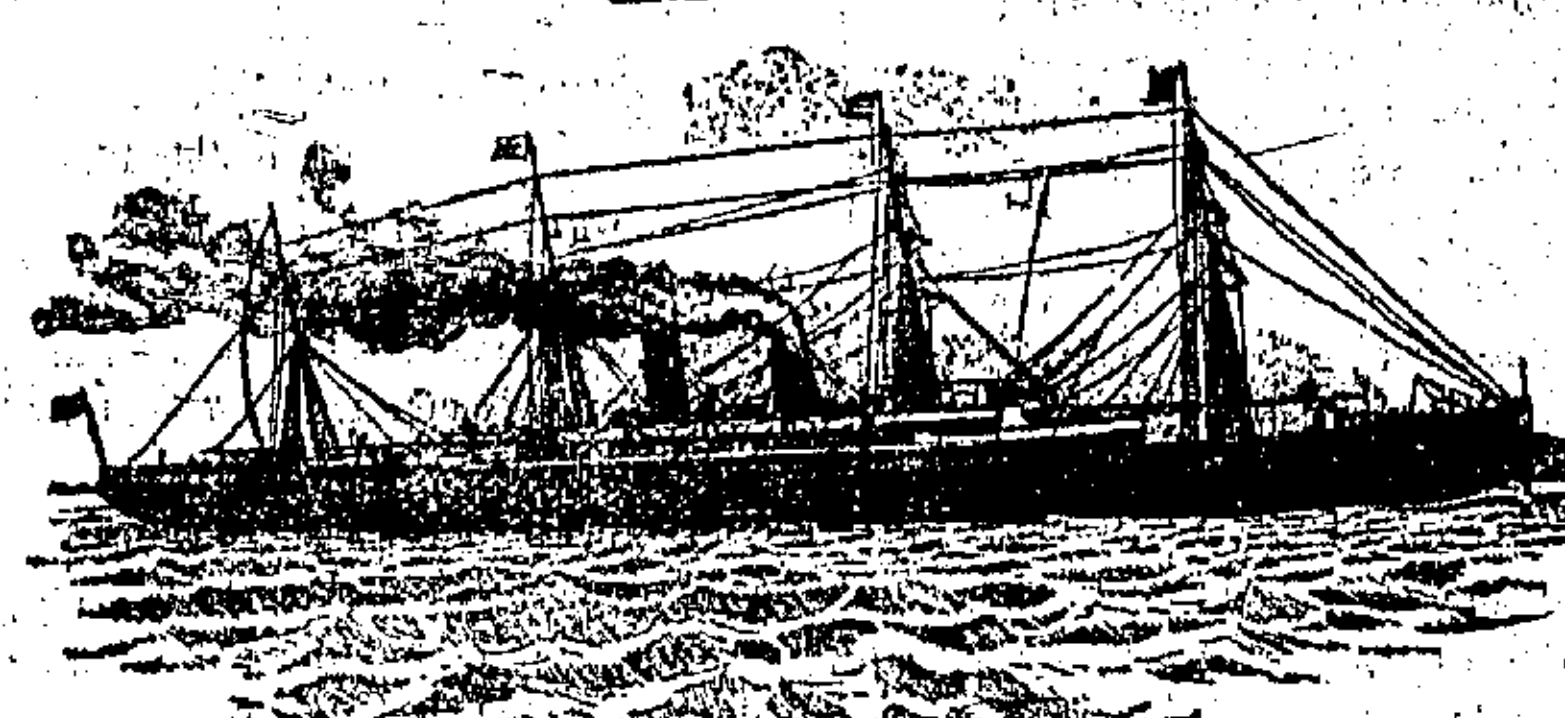
110

Shipping.

PACIFIC MAIL S.S. CO.,
OCCIDENTAL AND ORIENTAL S.S. CO.,
TOYIO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.



Only line taking the warm Southern Route across the PACIFIC, via HONOLULU
on OAHU, on the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

CHINA	Gross Tons.	FRIDAY	28th July, at Noon.
DORIS	4,780	FRIDAY	11th Aug. at Noon.
MANCHURIA	13,630	FRIDAY	18th Aug. at Noon.
KOREA	11,276	FRIDAY	1st Sept. at Noon.
COPTIC	4,352	TUESDAY	12th Sept. at Noon.
SIBERIA	11,284	TUESDAY	26th Sept. at Noon.
MONSIEUR	13,630	FRIDAY	6th Oct. at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct.
18th-23rd, 1902; 10 days, 15 hours.

THE P. M. Steamship CHINA will be despatched for SAN FRANCISCO, via
AMOY, SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA,
and HONOLULU on FRIDAY, the 28th July, at Noon, taking Freight for
the United States and Europe. Passengers are allowed to break their journey at any
point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.
Through Bills of Lading issued for transportation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-
land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and
South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the
Companies, QUEEN'S BUILDINGS,
Hongkong, July 18, 1905.

S. SILVERSTONE, Agent.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN	WOSANG	WEDNESDAY, July 19, at 3 p.m.
SHANGHAI, via NINGPO, TUNGSHING		THURSDAY, July 20, at 3 p.m.
MANILA	YUENSANG	FRIDAY, July 21, at 4 p.m.
SINGAPORE, SOUVA- DAY & SAMARANG	OHUNSAUNG	SATURDAY, July 22, at 3 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and
are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang
and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

755

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to
DURBAN, NATAL

THE following Chartered Steamers will run at intervals of about 3 Weeks:—

S.S. SWANLEY	...	Captain J. P. DAWSON.
S.S. COURTFIELD	...	J. W. MARTIN.
S.S. ORANLEY	...	W. E. STEELE.
S.S. IKBAL	...	M. ROBERTSON.
S.S. ASCOT	...	O. E. COX.
S.S. LOTHIAN	...	J. G. WILLIAMSON.
S.S. INKUL	...	E. S. PARSON.
S.S. SIEH	...	J. ROWLEY.
S.S. SOFALA	...	Get SHEPHERD.
S.S. INDRASHANA	...	R. P. CHAVEN.
S.S. INDRAYELLI	...	J. COLLINGTON.
S.S. SEALDA	...	Geo. BROWN.
S.S. CATHERINE PARK	...	Capt.
S.S. INKULA	...	DRAN.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 9, 1905.

80

JAVA-CHINA-JAPAN LIJN

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA.	First half July.	JAPAN, via SHANGHAI.	Second half July.
TJIPANAS	JAPAN.	Second half July.	JAVA PORTS.	First half August.
BOGOR	JAVA.	Second half July.	JAPAN, via SHANGHAI.	First half August.
TJIMAH	JAVA.	Second half August.	JAPAN, via SHANGHAI.	Second half August.

The steamers are all fitted throughout with Electric Light, and have accom-
modation for a limited number of saloon passengers, and will take cargo to all Ports
in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to the

HEAD AGENCY.

Java-China-Japan Lijn,
ALEXANDRA BUILDINGS.

TELEPHONE No. 275.

Hongkong, July 13, 1905.

198

AUSTRIAN LLOYD'S STEAM



NAVIGATION COMPANY.

STEAM TO

SHANGHAI, YOKOHAMA AND

KOBE.

THE Company's Steamship

Captain COLLETT, will leave for the

above ports on or about MONDAY,

the 24th inst.

For Freight or Passage, apply to

SANDER, WIELER & CO.,

Agents.

Price's Building,

Hongkong, July 14, 1905.

1358

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

SYDNEY,

Captain COMB, will be despatched for

the above ports on or about MONDAY,

the 24th inst.

G. DE CHAMPEAUX,

Agent.

Hongkong, July 17, 1905.

